
F&B Small Area Plan College Station, Texas



Prepared by:
Long Range Planning Division
Department of Development Services
City of College Station, Texas
October 2003



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The following Planning and Zoning Commissioners and City of College Station staff members contributed to the preparation of this document.

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F&B SMALL AREA PLAN

The purpose of the F&B Small Area Plan is to project future land uses and evaluate thoroughfare plan issues. Also, a significant portion of the study area is in the extra-territorial jurisdiction (ETJ) and may be considered for annexation in the future. As a result, City utility planners will use the findings of this planning effort to develop further land use assumptions and project anticipated utility needs.

The study area consists of 213.42 acres (0.334 square miles), not including right-of-way, and generally described as the area lying between Turkey Creek Road and Harvey Mitchell Parkway (FM 2818) north of Raymond Stotzer Parkway (FM 60).

I. Comprehensive Planning

As a small area plan, this document and the companion land use plan and thoroughfare plan is an addendum to the City of College Station's previously adopted Comprehensive Plan. The Comprehensive Plan, adopted in 1997, is a policy-oriented document to guide and support decisions concerning the physical growth and development of the community. Various components of the plan are implemented through the application of subdivision regulations, zoning ordinances and the multi-year capital improvement program (CIP). The comprehensive plan is generally considered long-term and generalized, such that it considers the "big picture." Typical comprehensive plans, including that of College Station, establish plans and policy for land use, thoroughfares, parks, open space, utilities and any unique provisions necessary.

In response to changing conditions, the comprehensive plan is regularly updated in a variety of ways. Minor refinements and updates may be facilitated through a plan amendment process, but analysis of larger areas is usually done through a small area plan. This concept is also incorporated into the City Council's overall Strategic Plan for FY 2002-03, as follows:

Vision Statement # 3 - Planning and Development
We will provide a well-planned community.

Strategy #2 - We will regularly update the Comprehensive Plan.



Thus the F&B Small Area Plan seeks to address the following objectives:

- Revise/assign future land uses
- Evaluate/assign thoroughfare classifications
- Develop scenarios and projections for water distribution and sewer capacity

Primary considerations for this area include, but are not limited to, the following issues:

- FM 60 and SH 47 serve as the western “gateway” into College Station and should be scrutinized appropriately
- Turkey Creek Road terminates into the main entrance for Easterwood Field and should also be considered a gateway into College Station/Bryan
- Land uses proposed should not conflict with aircraft approaches for Easterwood Field
- Integrate the Traditions development in Bryan
- There are unique utility service area boundaries in this area

II. Existing Conditions

The study area is surrounded on all sides by improved public rights-of-way, being Harvey Mitchell Parkway (FM 2818), Raymond Stotzer Parkway (FM 60), and Turkey Creek Road. A portion of the Study Area lies within College Station’s city limits while the remaining portion is in the ETJ.

The ETJ extends a specific distance from the City Limits based on population. As a city with a population between 50,000 and 99,999, the ETJ is that area within 3-1/2 miles of the city limits except where the cities of College Station and Bryan have negotiated ETJ boundaries. The ETJ boundary along the north side of Turkey Creek Road was negotiated in 1980. In the study area, 54% is in the City Limits and 46% is in the ETJ.

Land Use. The overall character of the study area along F&B and Turkey Creek roads is generally rural, consisting of several residences on large lots. Tracts shown as rural on the existing land use map indicate that the lot is at least five acres with a single-family dwelling. Unimproved land comprises over 38% of the existing land use in the study area. This figure does not include generally unimproved land owned by the Texas A&M University (TAMU) System which owns 33% of the land in the study area.

Table 1: Existing Land Use

F&B Small Area Plan

Description	Acres
Unimproved	80.38
TAMU	69.70
Rural	9.10
Commercial-Industrial	0.90
Commercial-Office	1.09
Single-Family Residential	52.25
Study Area	213.42

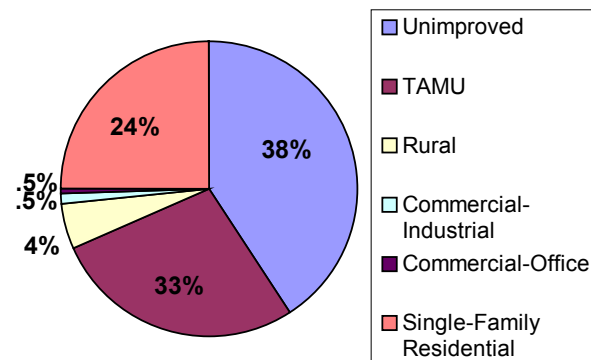
Source: GIS/Land Use Inventory



For properties in the City's ETJ, the only land use control in place is platting/subdivision. No zoning provisions exist for unincorporated areas in the county. Extending the land use plan to include this area will enable the City of College Station, City of Bryan and TAMU to better anticipate future infrastructure needs as they may apply to one or all jurisdictions. For the most part, this area is relatively "untouched" by development pressures experienced in other parts of the City; however, its proximity to The Traditions Club development, Easterwood Airport, and two light-industrial uses existing along the FM 60 frontage road, make the area ripe for these pressures. Retail uses are non-existent in the study area at present.

Several prominent uses surround the study area, including Freeman Arena to the north, Research Park and other Texas A&M property to the east, Easterwood Airport to the south, and Traditions to the west.

Figure 1: Existing Land Use
F&B Small Area Plan



Topography. The topography within the study area is gently undulating and does not pose significant challenges to development. Topography is more pronounced in proximity to the unnamed channel that transects the study area from north to south. This channel is also dotted with small, man-made ponds.

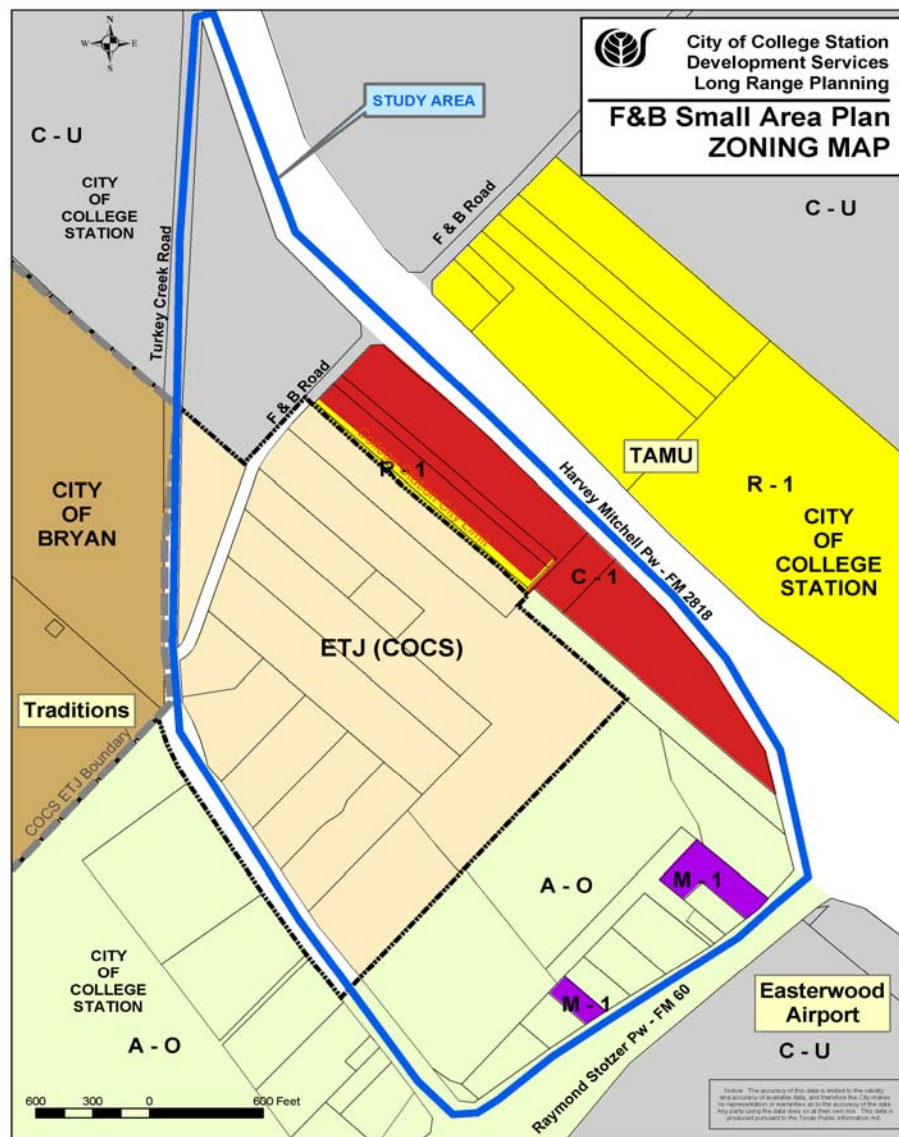
Source: GIS/Land Use Inventory

Floodplain. Inside the City Limits land immediately adjacent to the channel has been identified as Flood Zone A, but no base flood elevations have been determined. Downstream and in the ETJ this channel remains generally unstudied. In both cases, as platting occurs, requirements are imposed to delineate the extent of the flood hazard.

Zoning. As previously referenced, zoning does not exist in the ETJ. In the City Limits, zoning districts are generally in compliance with the Land Use Plan. The existing zoning classifications are shown in **Figure 2: Zoning**. The tracts adjacent to the west side of FM 2818 are zoned General Commercial (C-1). A couple of pockets of Light Industrial (M-1) exist along the FM 60 frontage road. Most of the remaining area is Agricultural-Open (A-O) with the exception of property owned by the Texas A&M University System that is zoned College and University (C-U) north of F&B Road.



Figure 2: Zoning

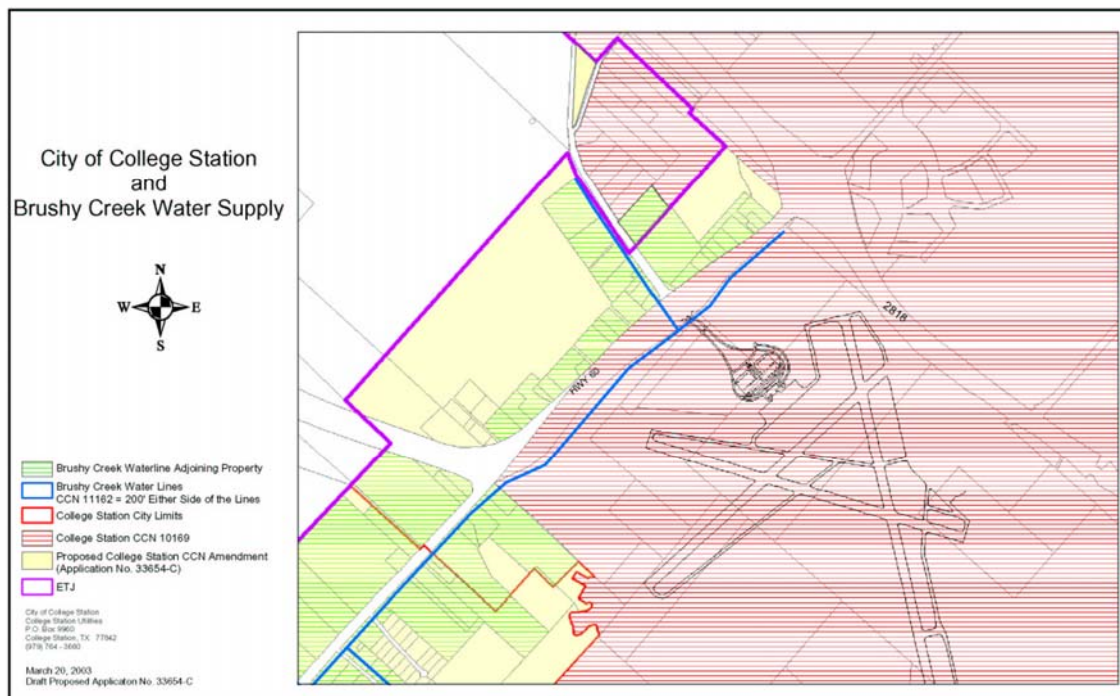


Utilities & Infrastructure. As previously referenced, utility service provisions are one of the objectives of the small area plan. Portions of the study area were annexed in 1970, 1982, 1993, and 1995. Since then very little development has occurred. A significant portion (46%) of the study area remains in the ETJ. Both the City of College Station and Brushy Creek Water District have Certificates of Convenience and Necessity (CCNs) to provide water service in the study area as shown in **Figure 3: CCN Map**.



Most of the College Station water customers are not within the city limits and none have access to municipal wastewater facilities. These customers are the result of an agreement where the City of College Station took over a defunct rural water district. The water lines are not to City standards and must be upgraded to support pressures necessary for fire suppression and additional development.

Figure 3: CCN Map



Water service improvements are anticipated in the vicinity in the near future. A capital improvement project will bring a twelve-inch diameter domestic water line to the northwest corner of FM 2818 and F&B Road with completion scheduled for late summer 2004.

Subsequent phases identified in the West Side Utility Master Plan would require additional direction and funding from the City Council. These phases would extend the twelve-inch line along F&B to Turkey Creek, along Turkey Creek to FM 60, and along the north right-of-way (ROW) of FM 60, westerly to SH 47.

Public sanitary sewer facilities do not exist to serve this area at this time. The master plan identified a collection line to be constructed along the north ROW line of SH 60 from FM 2818 to SH 47, with a low point across from the western boundary of Easterwood Airport. At this time, the plan includes two options. According to staff, the preferred option is to take the flow at this point into a



gravity transmission line to the TAMU White Creek Wastewater Treatment Plant. This option would require TAMU and the City to enter into an agreement whereby the City would compensate TAMU for wastewater treatment. An alternative option would be for the City to construct a lift station at the collection point, and pump the wastewater to the nearest City sewer facility on FM 2818 between Luther Street and Holleman Drive.

Negotiations have been underway with TAMU for the preferred option for several years. Should a large, desirable project come forward in this area, the City would be in the position to choose between adjustments in our negotiated position with TAMU, or construction of a more expensive pumping system.

Demographics. The study area lies completely and fully with Transportation Analysis Zone (TAZ) 310. The most recent available data is for 1996, based on the 1990 Census. Conditions have not changed substantially

Table 2: TAZ 310

Year	Households	Population	Employment
1996	17	33	4
2025	289	813	44

Source: Census

since then. According to the data, there were 17 households and 33 people living in the study area as indicated in Table 2. The projections in the table favor substantial residential development.

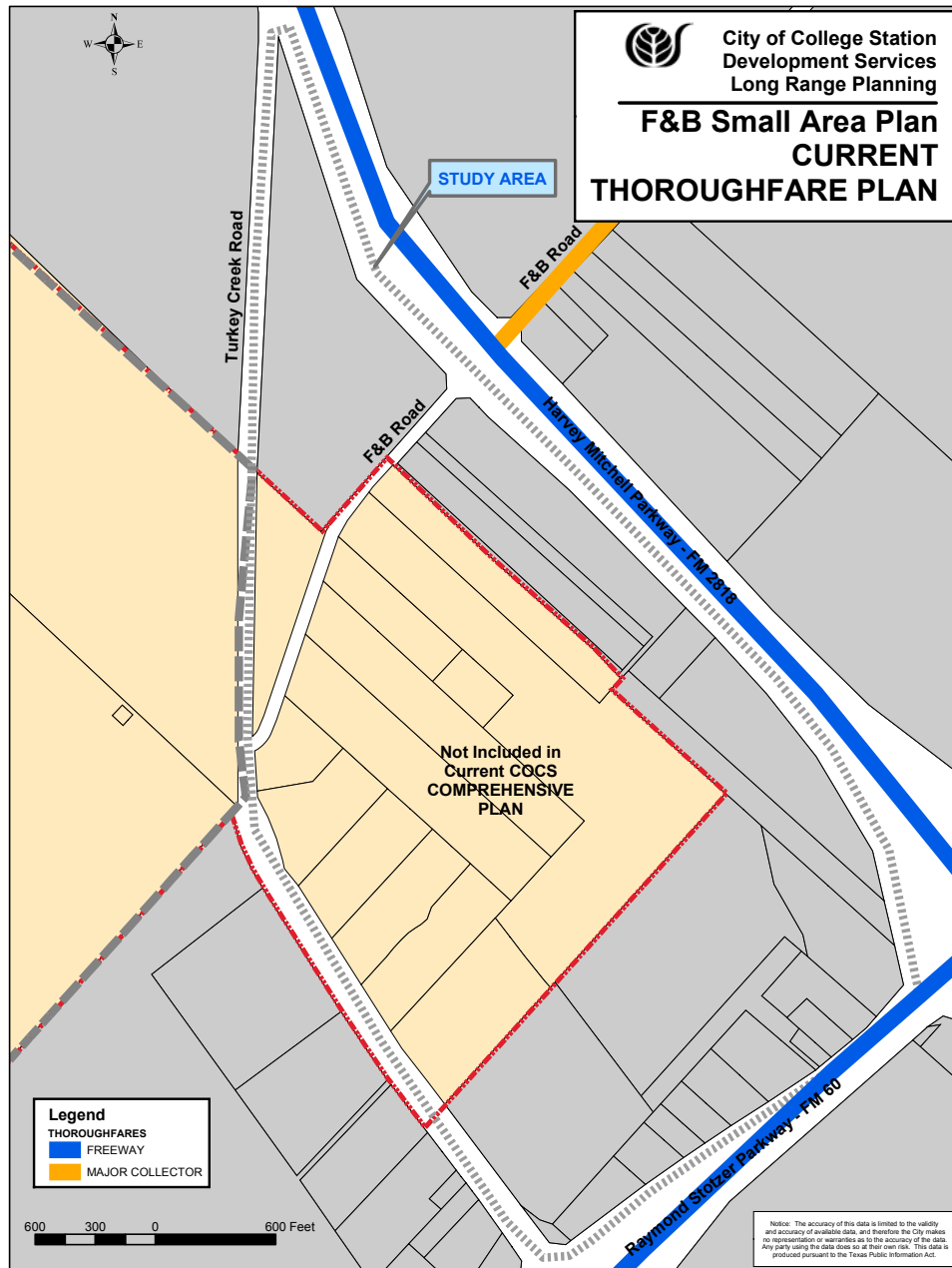
Thoroughfare Plan. Within the Study Area, neither F&B Road nor Turkey Creek Road are classified on the thoroughfare plan. F&B Road is classified as a Major Collector between Harvey Mitchell Parkway (FM 2818) and Wellborn Road (FM 2154). **See Figure 4: Thoroughfare Plan**

Both corridors are 2-lane rural roads. Turkey Creek Road is an alternate connection between Easterwood Airport and the City of Bryan. F&B Road is between Raymond Stotzer (FM 60) and Villa Maria and serves as an alternate connection between Wellborn Road and FM 2818, and ultimately Traditions. As The Traditions Club development in Bryan matures it will derive significant access by way of Turkey Creek Road. With strong ties to TAMU and the TAMU Athletic Department, significant traffic volume increases associated with special events are expected. F&B and Turkey Creek roads should be classified on the thoroughfare plan.

Raymond Stotzer Parkway (FM 60) is the southern boundary of the study area, and is shown as a freeway on the thoroughfare plan. Its interchange with Harvey Mitchell Parkway (FM 2818) is fully controlled. FM 2818 is also classified as a freeway. No changes are anticipated to the classification of these roadways.

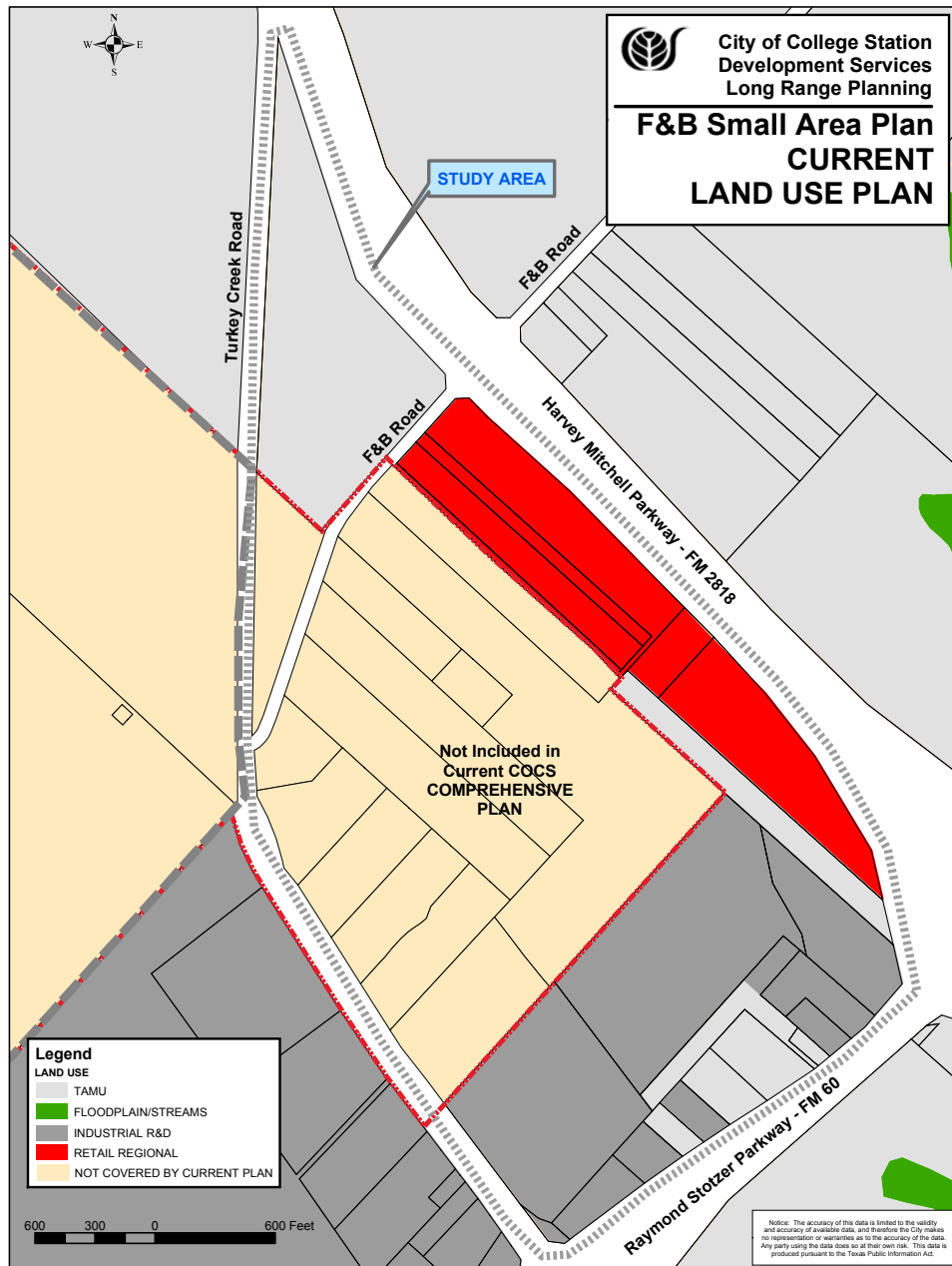


Figure 4: Thoroughfare Plan



Land Use Plan. Although a portion of the Study Area is within the College Station ETJ, no land use plan assumptions have ever been made. In College Station, the Land Use Plan shows “Retail Regional” along Harvey Mitchell Parkway south of F&B Road. Most of the remaining areas adjacent to the study area in College Station are shown as “Industrial R&D” on the Land Use Plan. The area that lies between F&B and Turkey Creek roads is shown as “TAMU.” See Figure 5: Land Use Plan

Figure 5: Land Use Plan



There are 36 tracts in the Study Area, 15 of these tracts are in the ETJ. The largest property owner is the Texas A&M University System which owns approximately 60 acres. There is a general consensus that all potential uses in the study area are limited due to a lack of adequate utilities.

III. Considerations

Easterwood Airport. Easterwood Airport is presently engaged in updating its master plan in concert with a consultant. Review of the draft plan and meeting with airport staff revealed a proposal to construct a second 7000' runway parallel to the existing. This proposal is pending approval by the Federal Aviation Administration (FAA), but is anticipated in the long-term. The existing 7000' runway results in minimal intrusion into the study area; however, feasible locations of the proposed runway would have some impact.

Airports pose unique constraints for land use compatibility. The City of College Station adopted an airport-zoning ordinance limiting the height of structures depending on their proximity to runway approach areas.

Traditions. The City of Bryan is working with Texas A&M University to develop Traditions. Land being used for this development is owned by a development company created by the City of Bryan is contiguous to a portion of Turkey Creek Road and a portion of the City of College Station.

According to Melrose Company, the 18-hole golf course and a 4,500 SF Aggie Golf Learning Center have been completed. This facility will be the new home for the Texas A&M men's and women's golf teams. The first phase of residential development is anticipated to include 109 lots. Access to/from the golf facilities and residential development will be via W. Villa Maria Road at the northern end of the development. Construction access points are located at Gabbard Road and along Turkey Creek Road. Future development scenarios, including ultimate

Figure 5: Traditions



Source: Traditions/University Clubs by Melrose



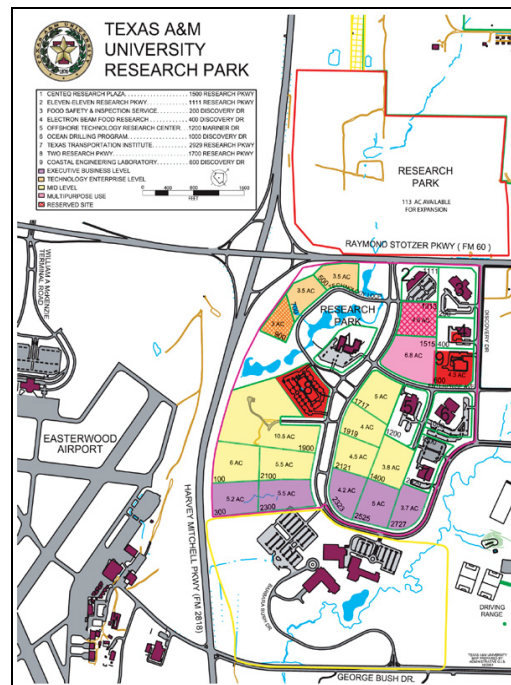
build-out, density and housing characteristics will be “market driven.” At this time, access to the development will be exclusively to W. Villa Maria. Improved access to the development from the south along Turkey Creek Road is also being planned.

Golf club membership drives are active and will be open to residents and non-residents of the development. A clubhouse is under development and anticipated being 1.5 years away.

Research Park. Although the extent of Research Park is confined to Texas A&M’s west campus, expansion opportunities have been identified by the University. An additional 113 acres of property owned by TAMU is located at the northeast corner of FM 60/FM 2818 as shown in **Figure 6: TAMU Research Park Map**. This area is directly east of the study area where availability of land to complement research and development and light industry may be in demand.

Access. Vehicular access to properties located along FM 2818 is a concern because of operating speeds and stopping sight distance requirements. Access points to properties along the southbound side of FM 2818 is not prohibited but should be heavily scrutinized by the City and ultimately TxDOT. An alternative is to develop access via the interior such as extending the frontage road northerly toward F&B Road and/or loop back toward Turkey Creek Road. Integration of this concept would provide an effective means of access to “land-locked” parcels and maintain safety along FM 2818. Another alternative is to allow a combined access point along FM 2818 that facilitates all of the parcels.

Figure 6: TAMU Research Park Map



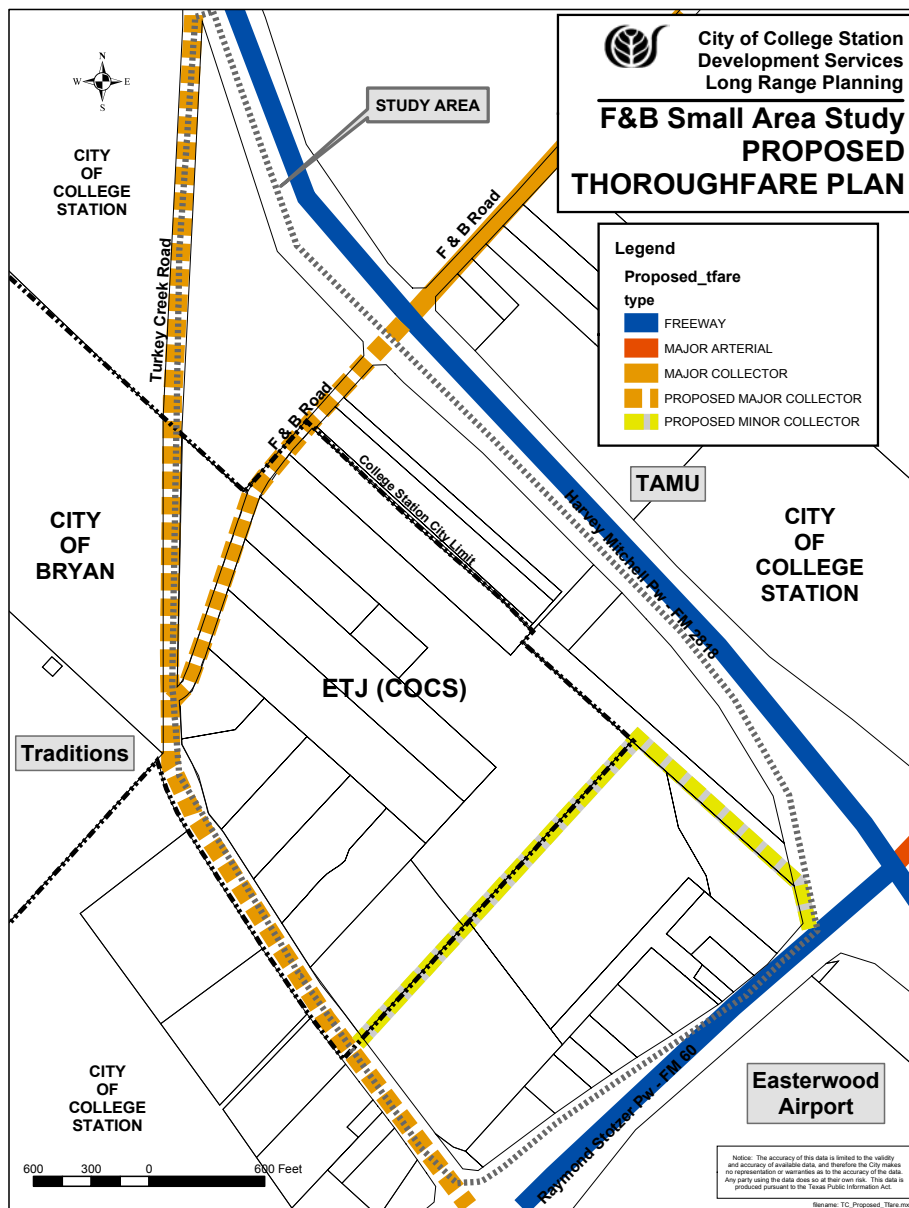
Source: TAMU



IV. Recommendations

Thoroughfare Plan. The recommended changes to the thoroughfare plan are shown in **Figure 7: Proposed Thoroughfare Plan**. Turkey Creek Road, previously unclassified, has been classified as a Major Collector to better serve traffic generated from The Traditions Club development and to link Harvey Mitchell Parkway (FM2818), Raymond Stotzer (FM 60) and McKenzie Terminal Boulevard. Similarly, F&B Road previously unclassified, has been classified as a Major Collector to conform to the classification of F&B Road east of FM 2818.

Figure 7: Proposed Thoroughfare Plan



Other transportation-oriented recommendations include:

- Minor collectors or permanent (private) access easements should be developed as shown on the proposed plan to allow interior access to mitigate access issues along FM 2818, improve circulation by extending the frontage road and reduce the number of potential conflict points along the major collectors.
- Turkey Creek Road should be established as a gateway corridor given its direct access to Easterwood Airport.
- Bikeway and pedestrian corridors should be implemented in accordance with the Bikeway and Pedestrian Master Plan Update adopted in 2002.

Land Use Plan. The recommended changes to the land use plan are shown in **Figure 8: Proposed Land Use Plan.**

- In concert with the City's land use policies, retail regional development should be oriented to major intersections such as:
 - Raymond Stotzer Parkway (FM 60) at Turkey Creek Road
 - Harvey Mitchell Parkway (FM 2818) at F&B Road
- Although the western corner of Turkey Creek Road and FM 60 is outside the study area it should be positively considered for retail regional in sync with the City's development policies.
- Although parcels along FM 2818 are already zoned C-1, appropriate uses may also include commercial-industrial (C-2) and light-industrial (M-1) or research and development uses.
- Proposed land uses that demonstrate compliance with the comprehensive plan and mutually benefit Easterwood Airport should be given priority. Examples of such complementary uses may include, but are not limited to: hotels, travel related services, etc.
- Proposed land uses not in compliance with the comprehensive land use plan must be reviewed for compatibility with their given proximity to Easterwood Airport.
- Open space/floodplain is shown generally where a channel exists. Its extent has been estimated for the purpose of developing this plan. It should be



studied in greater detail at the time development occurs through the platting/rezoning process to act as a buffer between residential and more intense land uses.

- Areas generally west of the creek should be preserved for residential uses.
- The delineation of future parkland should be handled through the platting of future residential development. The study area is in Park Zone #16.

Figure 8: Proposed Land Use Plan

